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INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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~~C O N F I D E N T I A L~~

COUNTRY	Bulgaria	REPORT NO.		50X1
SUBJECT	Tolbukhin Airfield	DATE DISTR.	21 July 1955	50X1
		NO. OF PAGES	12	50X1
DATE OF INFO.		REQUIREMENT NO.		50X1
PLACE ACQUIRED		REFERENCES		50X1
DATE ACQUIRED				50X1

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LIBRARY SUBJECT AND AREA CODES (30)

3-02-0406

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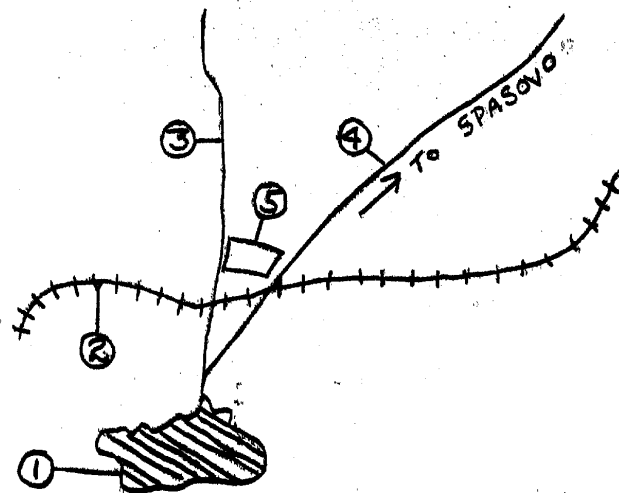
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## 560

1. Tolbukhin.  
[redacted]
2. Single-tracked railroad line which was located about 200 meters south of Tolbukhin Airfield; the railroad had good maintenance.
3. A road, six meters wide, built of crushed stone; it flanked the airfield on the west.
4. A road, six meters wide, built of crushed stone and which flanked the airfield on the east.  
[redacted]
5. Tolbukhin Airfield.

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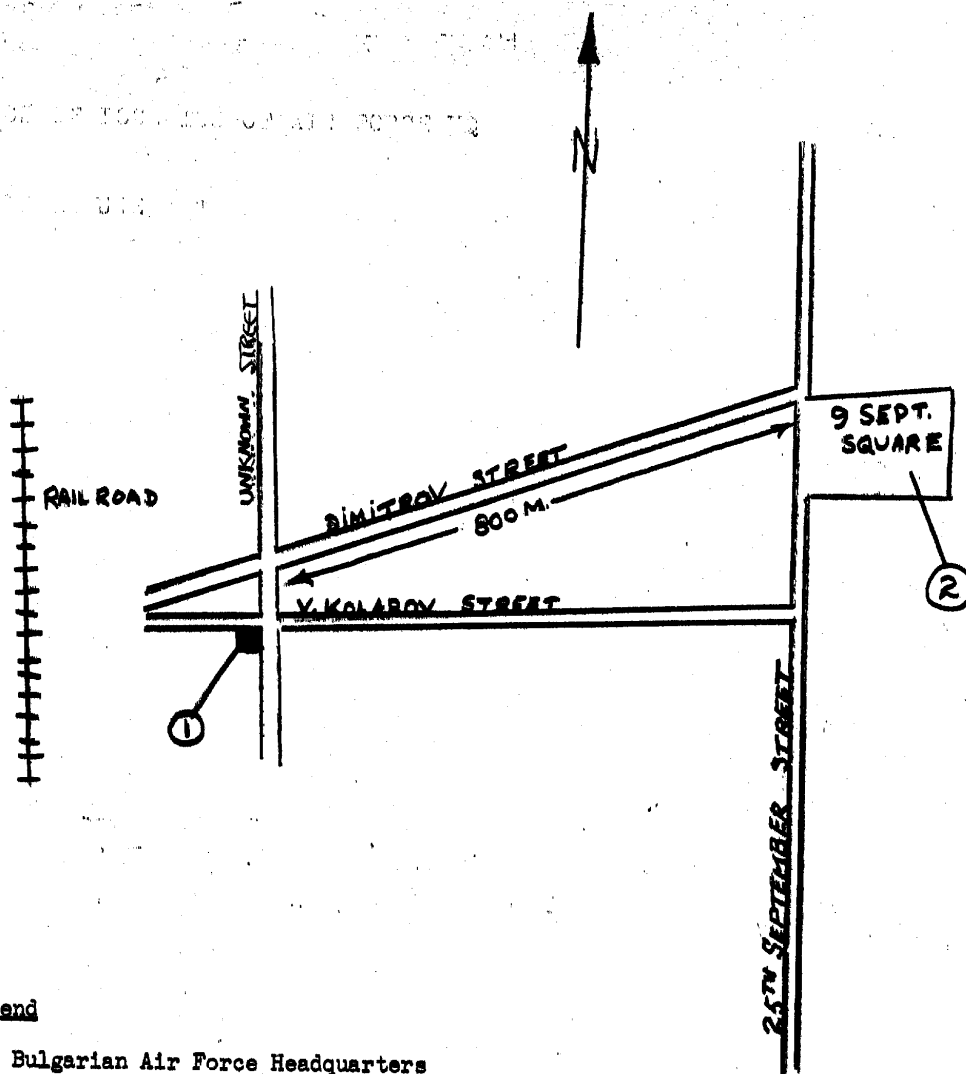
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# Location of Bulgarian Air Force Headquarters in Tolbukhin



## Legend

1. Bulgarian Air Force Headquarters
2. Gathering place for Bulgarian Air Force officers stationed at Tolbukhin Airfield




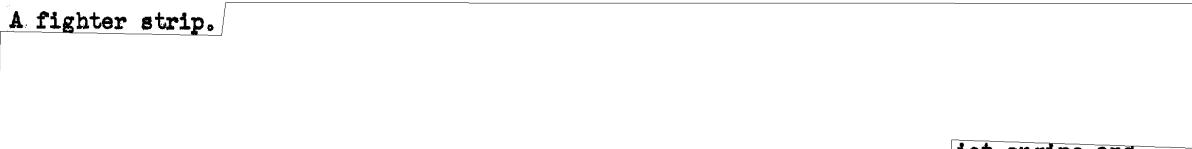
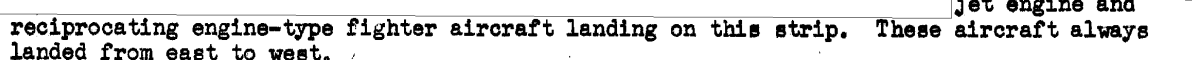
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Legend to sketch on page 8

1. The road described under Point 3 on page 4.
2. A grain storage silo, 70m high, reputed to be the longest silo of its kind in Bulgaria. This silo was the highest structure in the vicinity of the airfield. (See page 9 for a sketch of the silo and its construction details.)
3. The North Railroad Station (Gara Sever) which was approximately 250m from the airfield. The station was built of clay brick and measured 35x10x7m.
4. The caserne for Bulgarian Air Force EM was an old building which had formerly been a German hospital. The caserne, 60x30x17m, was four-storied, built of concrete, and had a tiled gable roof. The officers' section was surrounded by a three-foot-high stone wall and was topped by a two-foot-high barbed wire fence. Passes to enter the airfield were issued at the officers' section.
5. A tent area for one company (200 to 250 men) of Trudovak soldiers who were engaged in building a military storage ramp (Point 6 below) in July 1954.
6. The military storage ramp, 80x13m, which was to be used for receiving military goods shipped to the airfield by rail. In July 1954, only the excavation work for the foundation of this ramp had been completed.
7. A road called "General Toshovo Chaussee" which led to Kardam (N 43-23, E 26-18). Telephone poles were located on the east side of this road. (See Point 4 on page 4 for the width and construction of this road.)
8. A railroad for freight and passenger trains. Three passenger trains left the city of Tolbukhin daily for Kardam and three other passenger trains traveled to Tolbukhin from Kardam each day. This rail line was under constant maintenance.
9. The entrance to the airfield. In July 1954, there was no gate at the entrance but one armed Bulgarian Air Force soldier was posted there to check passes.
10. Quarters for airfield guards; twelve airmen were housed in an ordinary railroad sleeper-car.
11. A stone road, four meters wide, which led into the airfield.
12. A two-storied concrete radio station (see page 11 for  sketch of this installation.) 50X1
13. An open grass field. 50X1
14. A fuel storage building, 6x4x3.5m, built of white stucco and a flat roof. North of the building, there was a four to five-meter-high fuel storage cistern; the diameter of the cistern was three meters.  50X1
15. A parking area, 120x10m,  six or seven parked aircraft. Some of these aircraft had jet engines while others had reciprocating engines. 50X1
16. A hangar. (See page 10 for a sketch and details.) 50X1
17. A fighter strip.   
 jet engine and reciprocating engine-type fighter aircraft landing on this strip. These aircraft always landed from east to west.

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Legend to sketch on page 8, cont'd

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18. A light bomber strip.

19. A barbed wire fence on wooden posts which were 1.30m high.

20. A high-tension power line which paralleled General Toshovo Chaussee. This line was approximately 100m from the road. The eight-meter-high steel masts were spaced from 100 to 150m apart.

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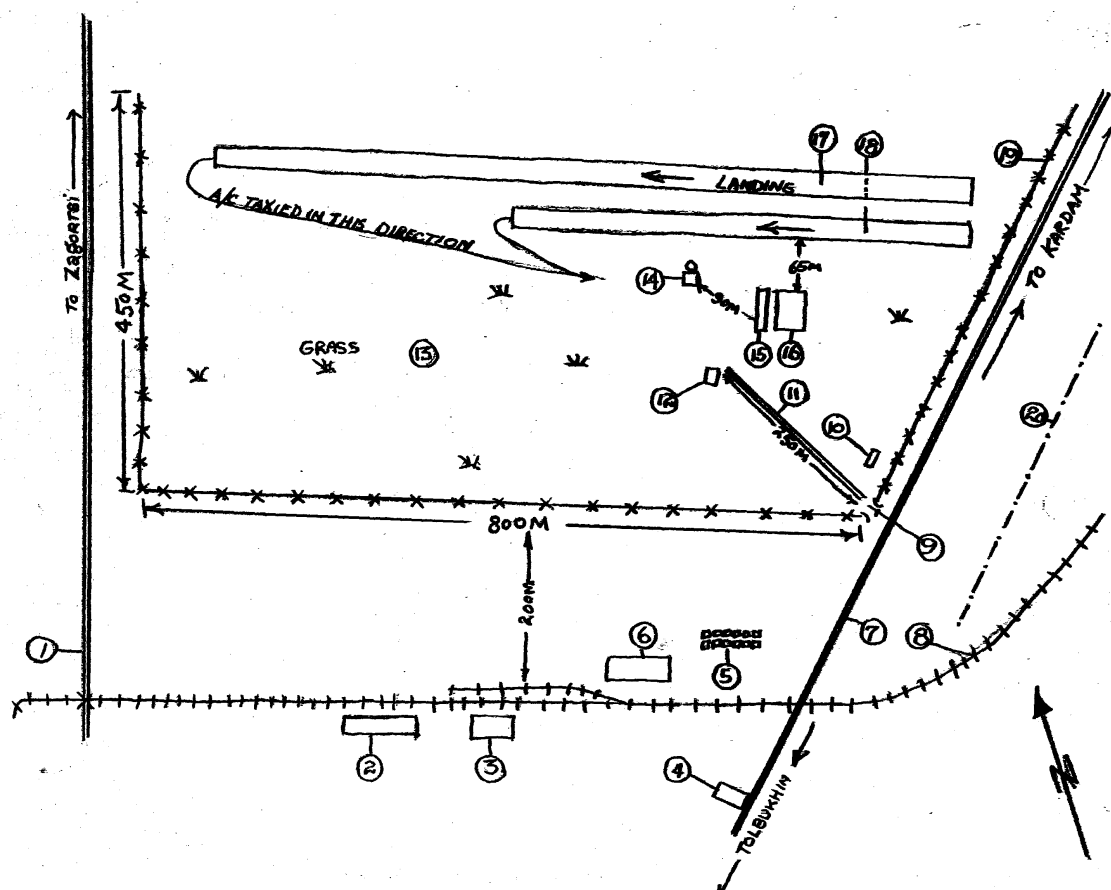
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sketch of Tolbukhin Airfield

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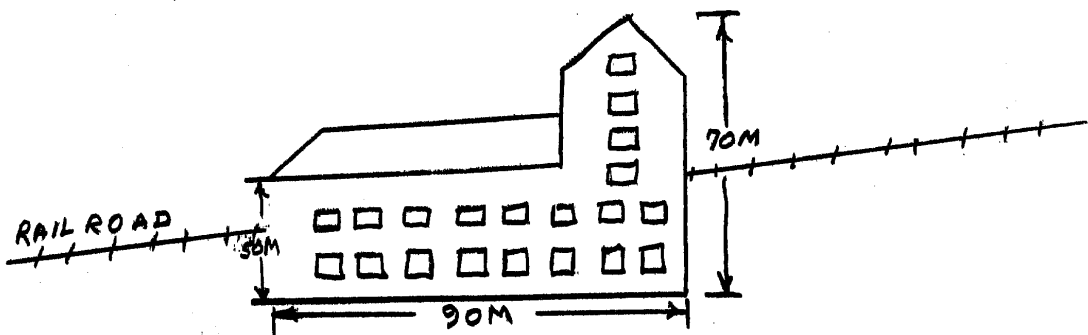
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sketch of grain storage silo  
near Tolbukhin Airfield

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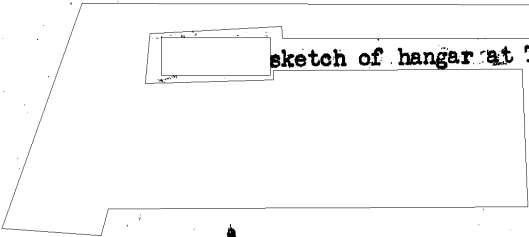


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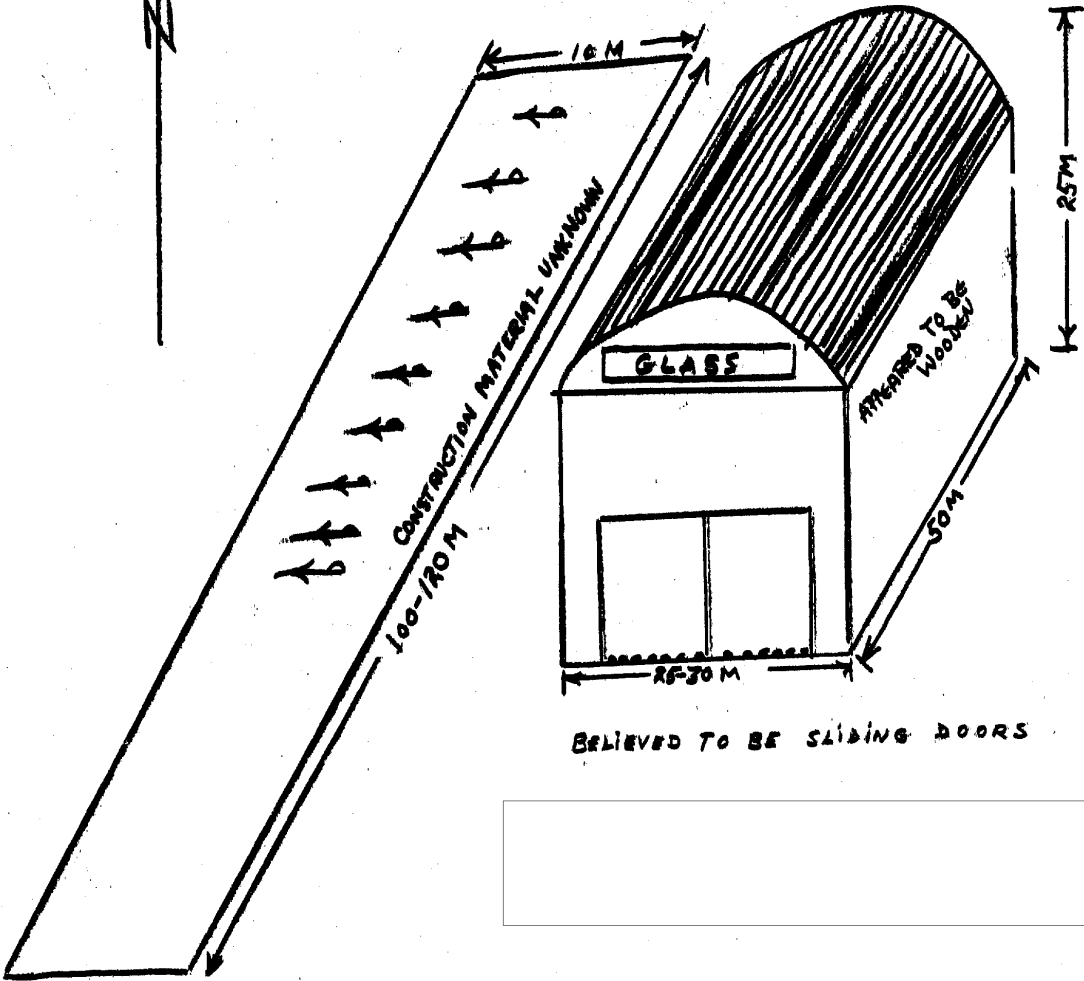
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sketch of hangar at Tolbukhin Airfield

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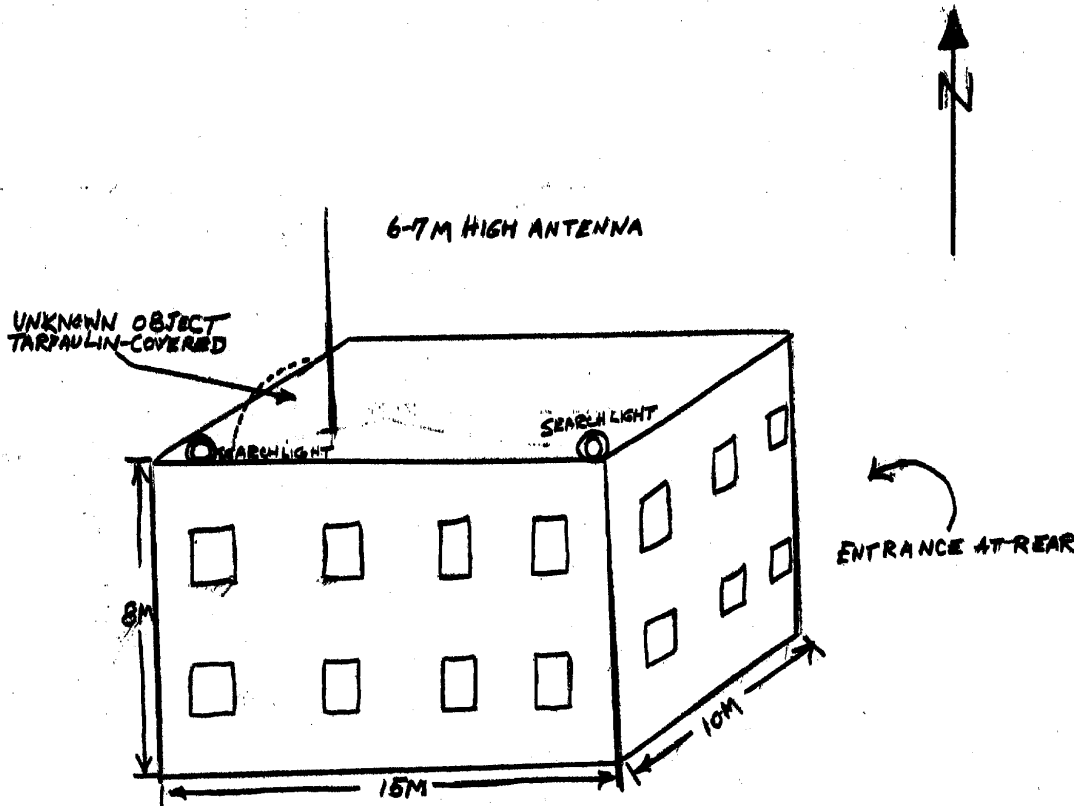
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sketch of radio station  
at Tolbukhin Airfield

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